





## To-day's Advertisements.

PRANK HOTEL AND TRADING COMPANY, LIMITED.

## NOTICE.

BY a Resolution of the Board of Directors, the SHARES bearing the following Numbers have been declared FORFEITED, therefore are not Negotiable:—  
1219/1218, 1227/1226, 1217/1216, 1215/1214, 1213/1212, 1211/1210, 1209/1208, 1207/1206, 1205/1204, 1203/1202, 1201/1200, 1199/1198, 1197/1196, 1195/1194, 1193/1192, 1191/1190, 1189/1188, 1187/1186, 1185/1184, 1183/1182, 1181/1180, 1179/1178, 1177/1176, 1175/1174, 1173/1172, 1171/1170, 1169/1168, 1167/1166, 1165/1164, 1163/1162, 1161/1160, 1159/1158, 1157/1156, 1155/1154, 1153/1152, 1151/1150, 1149/1148, 1147/1146, 1145/1144, 1143/1142, 1141/1140, 1139/1138, 1137/1136, 1135/1134, 1133/1132, 1131/1130, 1129/1128, 1127/1126, 1125/1124, 1123/1122, 1121/1120, 1119/1118, 1117/1116, 1115/1114, 1113/1112, 1111/1110, 1109/1108, 1107/1106, 1105/1104, 1103/1102, 1101/1100, 1099/1098, 1097/1096, 1095/1094, 1093/1092, 1091/1090, 1089/1088, 1087/1086, 1085/1084, 1083/1082, 1081/1080, 1079/1078, 1077/1076, 1075/1074, 1073/1072, 1071/1070, 1069/1068, 1067/1066, 1065/1064, 1063/1062, 1061/1060, 1059/1058, 1057/1056, 1055/1054, 1053/1052, 1051/1050, 1049/1048, 1047/1046, 1045/1044, 1043/1042, 1041/1040, 1039/1038, 1037/1036, 1035/1034, 1033/1032, 1031/1030, 1029/1028, 1027/1026, 1025/1024, 1023/1022, 1021/1020, 1019/1018, 1017/1016, 1015/1014, 1013/1012, 1011/1010, 1009/1008, 1007/1006, 1005/1004, 1003/1002, 1001/1000, 999/998, 997/996, 995/994, 993/992, 991/990, 989/988, 987/986, 985/984, 983/982, 981/980, 979/978, 977/976, 975/974, 973/972, 971/970, 969/968, 967/966, 965/964, 963/962, 961/960, 959/958, 957/956, 955/954, 953/952, 951/950, 949/948, 947/946, 945/944, 943/942, 941/940, 939/938, 937/936, 935/934, 933/932, 931/930, 929/928, 927/926, 925/924, 923/922, 921/920, 919/918, 917/916, 915/914, 913/912, 911/910, 909/908, 907/906, 905/904, 903/902, 901/900, 899/898, 897/896, 895/894, 893/892, 891/890, 889/888, 887/886, 885/884, 883/882, 881/880, 879/878, 877/876, 875/874, 873/872, 871/870, 869/868, 867/866, 865/864, 863/862, 861/860, 859/858, 857/856, 855/854, 853/852, 851/850, 849/848, 847/846, 845/844, 843/842, 841/840, 839/838, 837/836, 835/834, 833/832, 831/830, 829/828, 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By Order of the Board,  
J. WHEELER,  
Secretary.

HONGKONG, December 29, 1890. 2267

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Palmyra*, Captain JACKSON, will be despatched as above TO-MORROW, the 30th Instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 29, 1890. 2242

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Arctica*, Captain LARSEN, will be despatched as above TO-MORROW, the 30th Instant, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 29, 1890. 2243

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Arctica*, Captain LARSEN, will be despatched as above TO-MORROW, the 30th Instant, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 29, 1890. 2244

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Arctica*, Captain LARSEN, will be despatched as above TO-MORROW, the 30th Instant, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LARSEN & Co., General Managers.

Hongkong, December 29, 1890. 2245

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Bellerophon*, Captain GUTHRIE, will be despatched as above on FRIDAY, the 2nd January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, December 29, 1890. 2241

## MOGUL LINE OF STEAMERS.

FOR NAGASAKI AND KOBE.

The Steamship *Myoko*, Captain JOHNSON, will be despatched as above on the 2nd January, 1891.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, December 29, 1890. 2247

## NAVIGAZIONE GENERALE ITALIANA

(FLORENCE & RUSSIAN UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEEN, SUZUKI, PORT SAID, MESSINA, NAPLES, (LEHORN), and GENOA; all Mediterranean, Adriatic, Levantine and South American Ports, up to CALLED. Taking cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Bormida*, Captain GAVAZZO, Master, will be despatched as above on SATURDAY, the 3rd January, 1891, at Noon.

At Bombay the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, December 29, 1890. 2246

## MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Lennox*, Captain SWINERTON, will be despatched as above on or about the 4th Proximo.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, December 29, 1890. 2248

## SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Denbighshire*, Captain GROSS, will be despatched as above on or about the 6th Proximo.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, December 29, 1890. 2249

## To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

## TO-NIGHT.

Under the distinguished Patronage of H.E. the GOVERNOR of HONGKONG, SIR WILLIAM DE VORSE, K.C.M.G.

## GRAND FAREWELL APPEARANCE OF SIGNOR MAJERONI.

NOTICE.

Mr. STANLEY has much pleasure in announcing that he has made arrangements for

SIGNOR MAJERONI'S appearance for ONE NIGHT ONLY as the twin brothers Louis and Fabien de Venet in his Masterpiece

"THE COUSIN BROTHERS."

This will be positively the Last Appearance of Signor MAJERONI in Hongkong, and he is to depart for Australia. Remember your last chance of seeing this Great Artist.

In consequence of numbers unable to gain admission on Saturday Night, there will be One More Performance of the Pantomime

TO-MORROW, 30th Instant.

SEAT: \$2.00 and \$1.00. Box Plan at Messrs. KELLY & WALSH, Ltd. Doors open 8.30. Opening at 9 o'clock.

T. E. PIPSON, Manager.

Hongkong, December 29, 1890. 2241

## SALE OF CROWN LAND, STATION STREET, TAIPINGSHAN.

THE SALE advertised for T. S. A. 1878-1879, at 4 p.m. on TO-MORROW, the 30th Instant, at the same hour.

COASTAL SECRETARY'S OFFICE, HONGKONG, 29th December, 1890. 2236

## INSURANCE HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on THURSDAY NEXT, the 1st January.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

N. J. EDE, Secretary, Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL, North-China Insurance Co., Ltd.

W. H. RAY, Secretary, China Traders' Insurance Co., Ltd.

H. HARMS, Chinese Insurance Company, Ltd., (in Liquidation).

RUSSELL & Co., Agents, Yangtze Insurance Association, Ltd.

JAMES B. COUGHRAN, Secretary, China Fire Insurance Co., Ltd.

ADAMSON, BELL & Co., Agents, Singapore Insurance Company, Ltd.

ROBERT BAIRD, Agent, The Straits Fire Insurance Co., Ltd.

Hongkong, December 29, 1890. 2251

## CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

PARTHIA, THURSDAY, 8th Jan. BATAVIA, MONDAY, 5th Feb.

BE Steamship PARTHIA, Captain PATRICK, R.N.R., sailing at Noon on THURSDAY, the 8th Instant, will proceed to VANCOUVER, via ISLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

First Hongkong First Class.

To Vancouver and Victoria \$210.00

To Port Townsend, Seattle, Tacoma \$213.00

To Portland, Oregon \$220.00

To Winnipeg, Minneapolis, St. Paul \$263.00

To Chicago, Kansas City, Milwaukee \$275.00

To St. Louis, Detroit, Cincinnati \$288.00

To Hamilton, Kingston, London (Out), Quebec, Toronto, Montreal, New York, Albany, Buf. \$320.00

Rate, Niagara Falls, Baltimore, Philadelphia and Washington.

To Quebec, Boston, Portland (Maine) \$305.00

To Halifax, St. John's \$305.00

To Liverpool \$325.00

To London via Liverpool \$330.00

To Paris and return \$345.00

To Havre and Hamburg \$335.00

Through Passage Tickets granted to England, France, and Germany by all Transatlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service in China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:

6 months at 20 per cent. off Return Fare

9 months at 30 per cent. off Return Fare

(Times reduced from the date of landing to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Freight return tickets to European Points will be issued available for 12 months at double fare (Mexican Dollars).

Carriage.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoice of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked full by 5 p.m. on the day previous to sailing.

For further information as to Passages and Freight, apply to



A SPY named Yung Kwan was brought before Mr. Wise in the Police Court today charged with stealing \$1200 from his employer, Chan T'ing Fai, of Balaiah Strand. The accused, who had been employed in the complainant's shop, is alleged to have taken the money out of the safe and concealed it in the rafters over his bed, where it was afterwards found by the police on a search being made. He was committed for trial at the Criminal Sessions.

ANOTHER supposed Nanyang pirate was arrested on Saturday afternoon. The suspect is a coolie who has been residing at Praya West for some time. He disappeared on the 7th inst., and returned to his work on the 20th and declined to give any explanation of his absence. On being taken to the goal he was picked out among nine other prisoners by Mr. Eldridge, chief officer of the *Nanyang*, who said he identified him as one of the pirates who stood on guard at the top of the saloon companionway. He was also pointed out by Mr. Mackintosh, chief engineer, as being like one of the pirates. Beyond this there is as yet no evidence against the prisoner, nothing having been found in his possession likely to connect him with the piracy. He and the five men previously arrested were brought before Mr. Wise in the Police Court today, when the case was remanded.

A PARTY of shareholders inspected the works of the Hongkong Brick and Cement Company at Deep Water Bay on Saturday afternoon, under the guidance of Mr. W. H. Walker, Secretary of the Company, a launch having been placed at their disposal by Mr. D. Gillespie. During the past year great progress has been made, and the shareholders had the pleasure of seeing an establishment in thorough working order. The Company has had a great deal to contend with, but the difficulties have been nearly all overcome. Not the least of the initial troubles was connected with the health of their European overseers, who are lodged in a bungalow close to the works. Now, however, an airy brick building has been erected on a little hill to the North of the works, which ought to prove a healthy residence. In the beginning much purely experimental work was carried on. Now the Company know what they can do, and what class of article they can produce most economically and with the largest margin of profit. At present their attention is mainly confined to the manufacture of fire bricks, tiles and drain pipes, for which there is a large demand. The process of making the pipes is very interesting, and was intently watched by the party. The clay, after being mixed and ground by powerful mills, is taken to the pipe machine where it is subjected to the direct action of a steam cylinder and ram and forced by them through annular dies, which form the body of the pipe. The pipe is cut to the length required and transferred to a wheel, where the socket is fixed, to be afterwards finished, dried and burned. Gutters, traps and bonds, being of a more complex formation, are made by the hand. There are five kilns at the works, three of which were found to be filled mainly with pipes, which the company are manufacturing for the Water and Drainage Department, the other two containing fire bricks. The pipes would do credit to the best works at home. Indeed, when submitted to test, we believe they have in most instances been found to be superior to the home article. The factory is also engaged at present turning out salt glazed tiles, which, if residents could only be persuaded of the economy of a thoroughly good article, ought to have a large sale in the colony. The machinery, kilns and in fact the entire plant has been arranged by Mr. Andrew Johnston so as to treat in the most effective and economical manner the clay which is found in abundance close to the Company's establishment. The Hongkong Brick and Cement Company are turning out first-class articles at their works at Deep Bay, under the superintendence of qualified European overseers; the demand for their productions is steadily increasing, and we trust an era of prosperity—in which the Colony will share—is about to dawn on the enterprise, after the long up-hill work.

The U.S. Flagship *Omaha*, with Admiral Binkley on board, arrived at Shanghai on the 23rd December from Japan.

INFLUENZA of a malignant type prevails in Yokohama, according to the *Yokohama* Bulletin, and foreigners are also suffering from the epidemic there and in Kobe.

H.M.S. *Wanderer* arrived the other day at Shanghai from Chusan, where the ceremony she went to look after was found to be in a very good state of preservation.

By latest advices from Tientsin, says the *N. C. Daily News* of the 24th December, the Foo has begun to show signs of closing, as drift ice was already floating down past the settlement.

The Japanese Admiralty is taking 10 members of the House of Representatives out for short cruises in men-of-war in order to show them what nice ships the country possesses, and what men-of-war are like.

The Shanghai agent of the P. & O. Co. has written to our Shanghai correspondents stating that considerable salvage will be recovered from the *Hongkong* and that the *Malva* has been sent from Bombay to receive it.

We learn that Admiral Colomb, R.N., who was said to have received a position in the Chinese navy, is not coming out to China after all, and the Admiralty have recalled Captain Rogers, R.N., who has been in charge of the Torpedo Department at Port Arthur.—*N. C. Daily News*.

It is rumored that the present Admiral of the Nanyang squadron has been appointed Provincial Judge of Soochow, and that the Board of Admiralty intend to memorialize for conferring the vacant post on Admiral Woo On-king, who is to act till next spring, when a regular Admiral and two Vice-Admirals are to be commissioned.

We learn from reliable sources that it is the intention of the Board of Admiralty to memorialize the Throne early next year, to send an Imperial Prince to review both Naval squadrons, first the Northern and then the Southern. It is desired also that a Board of Admiralty be organized in the South, on the same footing as the Northern Naval Department, so as to be prepared for all possible emergencies. The Southern Squadron will be placed under the Northern Board of Admiralty, if it is established, and used either as men-of-war, or transports.—*Shanghai Mercury*.

A SPECIAL commercial treaty, says the *Osaka Mainichi Shimbun*, has been entered into between Japan and the King of Korea. It consists of the following four articles:—(1) Permission shall be given to Korean merchants to export Ginseng to Japan. The export duty shall be 20 per cent. (2) The Emperor of Japan shall allow Japanese merchants to import Ginseng under a duty of 3 per cent. (3) The import duty on muslin which has been imported from Japan and afterwards re-exported to Korea shall be refunded. (4) The Korean duty on Japanese cloths, which is now 7.50 per Tia 100 worth, shall be reduced to Tia 5.00. (5) This treaty shall come into force on and after January 1st, 1891, and with its operation the port and district of Haiyoshi shall be opened to Japanese trade.

THERE was a large gathering of Masons at the meeting of the Zetland Lodge on Saturday to witness the installation of Bro. G. A. G. as Worshipful Master for the ensuing year. Right Wor. Bro. the Hon. C. P. Chater, District Grand Master, who was attended by the District Grand Lodge Officers, performed the ceremony, assisted by Wor. Bro. E. C. Ray, Deputy District Grand Master. Wor. Bro. Anderson afterwards delivered an address on the following:—S.W., Bro. G. A. Caldwell; J.D., Bro. H. Sampson; Chaplain, Bro. the Rev. G. H. Bondfield; Treasurer, Bro. A. E. Skeels; Secretary, Bro. J. Dyer Ball; S.D., Bro. J. Forbes; J.D., Bro. W. A. Cruickshank; D.C., Bro. J. Mendham; I.G., Bro. G. Pierce; Steward, Bro. H. C. Manning; Tyler, Bro. J. M. Maxwell. After the closing of the Lodge the brethren sat down to a good collation, and the usual loyal and masonic toasts were duly honoured.

ALONG the banks of the river at Wuhu desolation and waste reign. Some Kiangsu people engaged in the river trade have erected a few sheds for sheltering the watchmen who keep guard of the timber on the shores. Some time ago a man and wife with two children arrived and put up a mud hut. When asked where they were from, the reply was that they came from the famine districts. No further notice was taken of them, but a few days ago, the children were heard in the direction of the hut and the timber-watchers rushed to ascertain the cause. To their horror, they found the woman holding a long knife in her hand with blood dripping from it and sitting on the prostrate form of her husband, whose throat was badly cut with a cut that can be no longer healed. The woman, in attempting to stifle the man's cries, had some of her fingers bitten off. The murderers have been arrested.—*Hu-Pao*.

A TERRIBLE occurrence is reported from the *Taku-Maru*. Some of the sailors, Japanese, in a spirit of insubordination and recklessness induced by excesses in drinking, says the *Kobe Herald*, attempted to force their way into the tent in which the officers' mess supplies are stored. The second cook, a Chinaman, remonstrated, and as the men took no notice of him, sought to prevent them by more energetic means. A scuffle ensued, and the chief cook hurried to the spot to separate the combatants. Whilst doing so, or as some accounts put it, immediately after doing so, one of the men in a savage and unprovoked manner, flourishing a knife, wheeled sharply around and succeeded in inflicting a fearful wound which well nigh severed the Chinaman's head from his body. Death resulted almost instantaneously. Anything but sobered by the murderous deed, the man maintained such a threatening attitude that considerable risk was incurred in securing his removal. The fact the man was not placed beyond power of further evil until one of the European Officers stunned him with a cane baton. The unfortunate cook's remains were conveyed to Yokohama on Saturday. The murder, we believe, is under arrest. The affair very naturally has cast a deep gloom over the stranded ship's company and the salvage corps.

CAPTAIN Edmund S. Pot, R.N., who goes out to China as flag captain to Sir Frederick Richards in the *Imperial*, entered the navy in December, 1862, when he passed out of the Royal Naval Academy at Greenwich. He had been previously at the Royal Naval Academy, Gosport, and came out of the *Britannia* at the head of the list, with a first-class certificate, twelve months service, the rating of midshipman, the Admiralty prize for study, second prize for seamanship, and second prize for French. In April, 1864, he was appointed to the *Bombay*, and was midshipman of that ill-fated ship when she was burnt at sea in December, 1864. He was then appointed to her successor, the *Narcissus*, served in her under the flag of the late Lord Dalhousie, and was promoted in her to sub-lieutenant in September, 1868. The qualities which had carried him previously to the head of his class gained him three first-class certificates in seamanship, navigation, and gunnery, and, as a reward, the Admiralty promoted him lieutenant June 1, 1869. As a lieutenant he served first in the *Racepoint*, under Captain Howard, on the North American and West India station. He was then senior of the *Neptunia*, under Captain Gordon Douglas, in the detached squadron from 1874-8, was senior of the *Lord Warden*, at Quenserry, from January to September, 1879, and was then appointed as first lieutenant to the *Northampton*, under the flag of Sir Leopold M'Olontok, on the North American station; promoted out of her to command in December, 1881, he rejoined the *Northampton* in September, 1883, was with her under the flag of Admiral Commauld and Lord Glaswilliam and had command of the *Lion* training ship at Devonport, from January, 1889, until promoted to his present rank, June 30, 1888. He has since served as naval adviser to the Inspector-General of Fortifications, Captain Fox, who has the Royal Humane Society's bronze medal and clasp for two separate acts of gallantry in saving life at sea, was born Sept. 11, 1819, and is brother to two well-known officers in Captain George Leslie Fox, R.N., and Lieutenant Colonel W. H. Fox, C.B., late Royal Marines, of Soudan fame. He is married to the eldest daughter of the late Sir Justin Sherill, K.C.B., formerly our Minister in Paris.

The Imperial British East Africa Company have applied to the Government of India for permission to recruit labour in India, on the same terms that are allowed to the Straits Settlements.

The Tientsin correspondent of the *Shanghai Mercury* writes on the 15th inst.:—Word has just come down from the City that H. E. Chang Hsien-Fan, Chief Director of the Ordinance Department, and the late Kwan Hsi Azenal (the West Arsenal) has died after a few days' illness from influenza. The deceased was a nephew of H. E. Li Hung-chang, with whom he was a great favourite, as well as with all the foreigners who ever had dealings with him in his capacity as Chief of the Northern Ordnance Department. By his death the Viceroy of Chihli loses a valued relative and an excellent officer. The deceased was a young man, only 36 years old, and it is but two months since he was promoted to his important post, in which he succeeded H. E. King, transferred to Port Arthur.

The following notes are translated from the *Sin Po* by the *N. C. Daily News*:—Since the burning of the Tai-he palace gate preparations have been made for its rebuilding. H. P. Pao, Governor of Kweichow, procured and contributed beams of enormous dimensions, but they were found to be still wanting in size and length. Accordingly very long pieces of hard timber were purchased from foreign countries, suitable for the purpose intended. These are being set up and the work of reconstruction proceeded with.—After the destruction of the Temple of Heaven by fire, great efforts were made to get together the materials to build it again. Everything necessary is now complete, excepting the colour of the porcelain tiles. The Board of Works has lately communicated with the Board of Revenue on the subject and Tia 20,000 have been issued for the manufacture of the necessary tiles.—It has now been decided to make a macadamised road between Tientsin and Peking. 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## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIPON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLE, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 1st January, 1891, at noon, the Company's S.S. **DEJANIRAH**, Commandant BONNEFOY, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and re-registered in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Passengers until 1 p.m. on 31st December, 1890. (Passengers are not to be on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, December 18, 1890. 2182

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAY, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF RIO DE JANEIRO** will be despatched for SAN FRANCISCO, via YOKOHAMA, on FRIDAY, the 2nd January, at 4 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To San Francisco ... \$225.00  
To San Francisco and return ... 392.75  
available for 6 months ...

To Liverpool ... 325.00  
To London ... 332.00  
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sued Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.  
Hongkong, December 20, 1890. 2100

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship **GAELIC** will be despatched for San Francisco, via Yokohama, on SATURDAY, the 10th January 1891, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—  
To San Francisco ... \$225.00  
To San Francisco and return ... 392.75  
available for 6 months ...

To Liverpool ... 325.00  
To London ... 332.00  
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.  
Hongkong, December 19, 1890. 2188

## Mails.

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA, ANTWERP,  
BREMER & HAMBURG,  
PORTS IN THE LEVANTE, BLACK  
SEA & BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 18th day of January, 1891, at 11 a.m., the Company's S.S. **PREUSSEN**, Captain REINHART, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, December 22, 1890. 2911

## Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NOTICE.—AGENTS.  
HONGKONG, JULY 15, 1887. 1340

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co., Agents.  
Hongkong, November 14, 1890. 1954

## SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

## SHARE LIST QUOTATIONS.—DECEMBER 29, 1890.

Stocks	No. of Shares	Value	Paid-up	Dividend	Quotations, Cash
Banking Corporation	10,000	\$125	all	\$2.50	125.00
Bank of China	10,000	\$125	all	\$2.50	125.00
Bank of India	10,000	\$125	all	\$2.50	125.00
Bank of Japan	10,000	\$125	all	\$2.50	125.00
Bank of Korea	10,000	\$125	all	\$2.50	125.00
Bank of Persia	10,000	\$125	all	\$2.50	125.00
Bank of Siam	10,000	\$125	all	\$2.50	125.00
Bank of Tonkin	10,000	\$125	all	\$2.50	125.00
Bank of Yunnan	10,000	\$125	all	\$2.50	125.00
Bank of Zeylan	10,000	\$125	all	\$2.50	125.00

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

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## Intimations.

CHAS. J. GAUPE & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.  
VOYAGEUR'S CELESTIAL  
BINOCULARS AND TELESCOPES.  
KITCHEN'S LIQUID AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS.  
NATURAL BOOKS.  
English Grocers & Grocers-PAID WARE.  
Chloroform & Co.'s ELATED-PAID WARE.  
GOLD & SILVER JEWELLERY  
in great variety.  
DIAMONDS  
—AND—  
DIAMOND JEWELLERY.  
A Splendid Collection of the Latest London  
PATTERN, at very moderate prices. 742

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000  
PAID-UP CAPITAL, 2,500,000  
RESERVE FUND, 1,500,000

Board of Directors:  
Hon. J. J. KESWICK, Chairman.  
Hon. C. P. CHATER, Vice-Chairman.  
LEE SING, Esq.  
S. O. MICHAELSEN, Esq.  
J. S. BURGESS, Esq.  
G. E. NOLAN, Esq.  
FOUN PONG, Esq.  
D. R. SASSOON, Esq.

Bankers:  
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.  
Victoria Buildings,  
Hongkong, 3rd May, 1889. 844

WASHINGTON BOOKS.  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 5s each.

CHINA MAIL OFFICE.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the

Shipping or midway between each shore are marked *e*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to the Police Wharf.

6. From Police Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to the Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Section.

12. From Naval Yard to Blue Buildings.

13. From Blue Buildings to East Point.

14. From East Point to the Island to North Point.

15. Kowloon Wharves.

16. Jardine's Wharf.

Section.

17. From Naval Yard to Blue Buildings.

18. From Blue Buildings to East Point.

19. From East Point to the Island to North Point.

20. Kowloon Wharves.

21. Jardine's Wharf.

Section.

22. From Naval Yard to Blue Buildings.

23. From Blue Buildings to East Point.

24. From East Point to the Island to North Point.

25. Kowloon Wharves.

26. Jardine's Wharf.

Section.

27. From Naval Yard to Blue Buildings.

28. From Blue Buildings to East Point.

29. From East Point to the Island to North Point.

30. Kowloon Wharves.

31. Jardine's Wharf.

Section.

32. From Naval Yard to Blue Buildings.

33. From Blue Buildings to East Point.

34. From East Point to the Island to North Point.

35. Kowloon Wharves.

36. Jardine's Wharf.

Section.

37. From Naval Yard to Blue Buildings.

38. From Blue Buildings to East Point.

39. From East Point to the Island to North Point.

40. Kowloon Wharves.

41. Jardine's Wharf.

Section.

42. From Naval Yard to Blue Buildings.

43. From Blue Buildings to East Point.

44. From East Point to the Island to North Point.

45. Kowloon Wharves.

46. Jardine's Wharf.

Section.

47. From Naval Yard to Blue Buildings.

48. From Blue Buildings to East Point.

49. From East Point to the Island to North Point.

50. Kowloon Wharves.

51. Jardine's Wharf.

Section.

52. From Naval Yard to Blue Buildings.

53. From Blue Buildings to East Point.

54. From East Point to the Island to North Point.

55. Kowloon Wharves.

56. Jardine's Wharf.

Section.

57. From Naval Yard to Blue Buildings.

58. From Blue Buildings to East Point.

59. From East Point to the Island to North Point.

60. Kowloon Wharves.

61. Jardine's Wharf.

Section.

62. From Naval Yard to Blue Buildings.

63. From Blue Buildings to East Point.

64. From East Point to the Island to North Point.

65. Kowloon Wharves.

66. Jardine's Wharf.

Section.

67. From Naval Yard to Blue Buildings.

68. From Blue Buildings to East Point.

69. From East Point to the Island to North Point.

70. Kowloon Wharves.

71. Jardine's Wharf.

Section.

72. From Naval Yard to Blue Buildings.

## SHIPPING IN CHINA, JAPAN, PHILIPPINE &amp; SIAM WATERS.

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